

SECTION II
NAVIGATION PUBLICATIONS

NM 16/02

USCG LIGHT LIST VOLUMES I - VII
CORRECTIONS

VOLUME II (USCG)	Ed 2002	NEW EDITION 16/02
VOLUME V (USCG)	Ed 2002	NEW EDITION 16/02
VOLUME VII (USCG)	Ed 2002	NEW EDITION 16/02

SAILING DIRECTIONS CORRECTIONS

PUB 171 7 Ed 2001 LAST NM 14/02

Page 157—Line 60/R to Page 158—Line 1/L; read:
this bank. Narcissus Bank has a tendency to grow bigger. It extends towards the SW and W, spilling over into the NW channel. In these waters the depths would appear to be less than charted.

Baie Boina affords anchorage to small vessels with local
(Fr NM 51/02) 16/02

Page 157—Line 24/R; read:
radio, the harbormaster will board a vessel 3.5 miles NW of
(Fr NM 51/01) 16/02

PUB 172 9 Ed 2001 LAST NM 15/02

Page 53—Line 15/L; read:
boards about 1 mile E of the harbor entrance.
(BA NP 286(3); US CH 62142) 16/02

Page 53—Lines 32 to 38/L; strike out.
(NIMA) 16/02

Page 53—Line 6/R; insert after:
The vessel's ETA should be sent 24 hours in advance,
including the following information:

1. Vessel's name.
2. Call sign.
3. Nationality.
4. Dimensions.
5. Destination.
6. Services required.

Vessels approaching the harbor are requested to maintain a listening watch, while at anchor and until the pilot has boarded, on VHF channel 14 to receive instructions and to request pilot service from Port Control before reaching 2 miles from the harbor. This listening watch should also be maintained by departing vessels from 2 hours before departure until clear of the harbor.

Vessels departing or shifting berths should obtain permission from Port Control, on VHF channel 14, prior to departing the berth.
(BA NP 286(3)) 16/02

Page 54—Lines 7 to 17/L; read:

crude oil-loading facility, is approached from N or S of Towartit Reef.

Depth—Limitations.—The controlling depth in the N channel is 50m. The controlling depth in the S channel is 44m; however, there is a 13m patch close W of the channel 2.25 miles SE of Hadaraweb Spit (Ras Abdulian).

There is a depth of 54m at the terminal. Vessels up to 300,000 dwt can be accommodated.

Pilotage.—Pilotage, which is compulsory, should be requested from the Port Sudan Port Authority. Pilots board, as follows:

1. North Channel—position 19°35'N, 37°20'E.
2. South Channel—position 19°15'N, 37°30'E.

Regulations.—The vessel's ETA must be confirmed by fax, to the terminal via the agent, 24 hours and 12 hours in advance. The ETA should be reconfirmed if it changes by more than 2 hours.

Berthing is permitted during daylight hours only. Unberthing may be done at night at the discretion of the mooring master.

(BA NP 286(3); Lloyd's Ports; US CH 62143) 16/02

Page 67—Line 11/R; read:
only berth during daylight hours. The pilot boards about 1 mile E
(BA NP 286(3)) 16/02

Page 84—Line 31/L; read:
miles SSW of the port, in the vicinity of Lighted Buoy No. 6, just W of the range line. Pilotage is
(BA NP 286(3)) 16/02

Page 85—Lines 4 to 6/L; read:
tortuous.
(NIMA) 16/02

Page 85—Lines 14 to 15/L; read:
Mooring and unmooring is performed during daylight hours only. Vessels should send their ETA 5 days, 72 hours, 48 hours, and 24 hours before arrival.
Pilotage is compulsory for all vessels greater than 150 nrt; the pilot boards in position 27°34.3'N, 35°29.6'E.
(BA NP 286(3)) 16/02

Page 85—Line 17/L; insert after:
Duba Bulk Plant Tanker Terminal (27°19'N., 35°54'E.) is situated 3 miles SE of the village of Duba. Vessels up to 10,500 dwt can be berthed during daylight hours only. Pilotage is compulsory; pilots board SSW of the berth, in position 27°15.7'N, 35°42.5'E and remain onboard throughout cargo operations. Vessels can obtain anchorage, in 16.2m, about 5 miles NW of An Numan.
(BA NP 286(3); BA NP 64, Supp. 5/98) 16/02

PUB 172 (Continued)

Page 89—Line 22/R; read:

Pilots for both Yanbu and King Fahd board, as follows:
(NIMA) 16/02

Page 90—Lines 29 to 31/R; read:

The vessel should send its ETA 5 days, 48 hours, and 24 hours in advance, with a confirmation sent 3 hours prior to arrival. Pilots board in the approach channel 2.25 miles NW of Tanta Rock. Vessels should not proceed E of this position without a pilot.

(BA NP 286(3)) 16/02

Page 93—Lines 40/L to 22/R; read:

Pilotage.—Pilotage is compulsory for all vessels greater than 150 nrt entering, navigating within, or departing the port. Pilotage for most vessels is available 24 hours; pilotage for tankers is only available from 0700 to 1600. Pilots board, as follows:

1. North Approach Channel—about 1 mile NW of Shib Qahan Lighted Beacon, for vessels bound for the terminal.
2. South Approach Channel—about 1.3 miles W of Ash Shibayn, for vessels with a draft of 5.5m and less.

A pilotage request should be forwarded through Jiddah Signal Station, on VHF channel 12 or 16, stating the following information:

1. Vessel name.
2. Nationality.
3. Length overall.
4. Agent's name.
5. Maximum draft.
6. Gross tonnage and net tonnage.
7. Cargo.
8. Any special characteristics.

Regulations.—The following information should be included in the first ETA message sent to the port:

1. Name of vessel.
2. Flag.
3. Name, address, telephone number, and telex number of agent.
4. Speed.
5. ETA.
6. Type of radar.
7. Frequency.
8. Scan rate.
9. Pulse width.
10. Pulse peak power.
11. Pulse repetition rate.
12. Beam width.

Vessels equipped with more than one radar should give the information concerning radar for each radar. This information need only be supplied once.

The vessel's ETA should be sent 5 days, 96 hours, and 72 hours, through Bahrain (A9M), and 48 hours and 24 hours in advance through Jiddah (HZH). Vessels should contact port control, as follows:

1. When within VHF range.
2. When 20 miles from the port, to confirm ETA.

3. When 2 miles from the pilot boarding position, if berthing, supplying the vessel's grt, loa, draft, agent's name, last port of call, and cargo for Jiddah.

4. When anchored in the outer anchorage.

5. When entering, and before moving within, the port limits.

6. On departure.

Berthing schedules are broadcast on VHF channel 12 at 0630, 0730 (occasionally), and 1830.

Signals.—Vessels not equipped with VHF, and in need of pilotage, should make the following signals, in addition to the usual flag signals:

1. From sunset to sunrise—use flash "G" by signal lamp.

2. In the event of poor visibility caused by rain, fog, or dust—sound "G" on the vessel's whistle. Vessels are reminded that this sound signal is in conflict with the International Regulations for Preventing Collisions at Sea.
(BA NP 286(3)) 16/02

Page 107—Lines 17 to 22/L; read:

Pilotage.—Pilotage is compulsory and is available 24 hours. Pilots board about 5 miles WNW of the harbor entrance.

Regulations.—Vessels should send their ETA, via the agent, 5 days, 48 hours, and 24 hours in advance. Vessels should contact Jizan Port Control 2 hours prior to arrival on VHF channel 16.

(BA NP 286(3)) 16/02

Page 109—Lines 57 to 58/R; read:

only. The vessel's ETA should be sent 72 hours, 48 hours, and 24 hours in advance through their agent. The

(BA NP 286(3)) 16/02

Page 110—Line 4/L; read:

listening watch on VHF channel 16 (0800-1000 and 1600-1800) after arriving at the port.

(BA NP 286(3)) 16/02

Page 111—Line 2/L; read:

Vessels should send their ETA upon departing the previous port and also 72 hours, 48 hours, and 24 hours in advance. The following information should be contained in the messages:

1. ETA
2. Nationality.
3. Summer dwt.
4. Length overall.
5. Number of crew and their state of health.
6. Cargo required.
7. Arrival draft fore and aft.
8. Agent's name.

(BA NP 286(3)) 16/02

Page 113—Lines 45 to 49/L; read:

Pilotage.—Pilotage is compulsory. The pilot boards at the Fairway Lighted Buoy.

PUB 172 (Continued)

Regulations.—Vessels should send their ETA 72 hours, 48 hours, and 24 hours in advance through their agent. The message should contain the vessel's ETA, loa, draft, dwt, grt, nrt, quantity of cargo, and cargo distribution.

(BA NP 286(3)) 16/02

Page 128—Line 58/L; insert after:

Vessels should maintain a listening watch on VHF channel 9 and 16.

(BA NP 286(3)) 16/02

Page 131—Line 30/R; read:

Pilotage.—Pilotage is compulsory for vessels over 150 nrt and is available 24 hours.

(BA NP 286(3)) 16/02

Page 131—Line 35/R; read:

fax; the port should be contacted directly on VHF channel 16 when 3 to 4 hours from arrival. The first message should include the vessel's length, draft,

(BA NP 286(3)) 16/02

Page 169—Line 29/L; read:

Entry is restricted to authorized vessels only. Pilotage is not normally available. Authorized vessels should contact the base on VHF channel 74 when 2 miles from Fairway Lighted Buoy.

(BA NP 286(3)) 16/02

Page 170—Line 45/L; read:

Pilotage.—Pilotage is compulsory for entering the harbor and is available 24 hours.

(BA NP 286(3)) 16/02

Page 170—Line 26/R; read:

possible on VHF channel 16 before entering within 4 miles of the coast.

(BA NP 286(3)) 16/02

Page 171—Line 36/L; read:

Pilotage.—Pilotage is compulsory and is available 24 hours. Pilots can be contacted

(BA NP 286(3)) 16/02

Page 186—Line 12/R; insert after:

Ras Musandam Naval Base (26°22'N., 56°22'E.), an Omani naval facility, is located on the W side of the N part of Khawr al Quway. Entry is restricted to authorized vessels only. Vessels must contact the base on VHF channel 74 when 5 miles from the base. Authorized vessels must also obtain permission, on VHF channel 74, to use the Inshore Traffic Zone prior to entering the area.

(BA NP 286(3); US CH 62396) 16/02

Page 190—Lines 9 to 12/L; read:

The 72-hour message should contain the following information:

1. ETA.
2. Last port of call.
3. Any sickness on board?
4. Does the vessel have a clean bill of health?
5. Cargo quantity and grade to be loaded (in long tons).

The 12-hour message should include whether the vessel is ready to load. The 4-hour message should give the precise ETA.

Tankers are moored during daylight hours only, but may unmoor at any time.

(BA NP 286(3)) 16/02

Page 206—Lines 43 to 44/L; read:

The pilot boards about 2 miles N of the head of the W breakwater.

Regulations.—The vessel's ETA should be sent to the (BA NP 286(3); US CH 62458) 16/02

Page 206—Lines 15 to 16/R; read:

3. Master's name.
4. Estimated arrival draft fore and aft.
5. Other information as required by the operators.

(BA NP 286(3)) 16/02

Page 206—Line 54/R; read:

knowledge.

(NIMA) 16/02

Page 207—Line 7/L; insert after:

Pilotage.—Pilotage is compulsory. Pilots board in the vicinity of the Approach Lighted Buoy.

(BA NP 286(3)) 16/02

Page 208—Line 5/L; read:

which the depth is variable. Pilotage is not compulsory but is

(BA NP 286(3)) 16/02

Page 208—Line 19/L; insert after:

Vessels should contact the Port Authority/Harbor Control 2 hours before arrival on VHF channel 16.

(BA NP 286(3)) 16/02

Page 208—Line 32/L; read:

Pilotage.—Pilotage is compulsory. Vessels to be moored at the loading berth will be

(BA NP 286(3)) 16/02

Page 208—Line 35/R; read:

Pilotage.—Pilotage is compulsory, available 24 hours, and obtained

(BA NP 286(3)) 16/02

Page 209—Line 32/R; read:

Harbor is compulsory and is available 24 hours. Pilots will

PUB 172 (Continued)

board from a launch or tug (BA NP 286(3))	16/02	confirmed at least 2 hours prior to arrival, or when within VHF range, on VHF channel 14 or 16. (BA NP 286(3))	16/02
Page 210—Lines 46 to 48/R; read: 7. Cargo to discharge, load, or in transit. 8. Pilot boarding arrangements. 9. Number of crew (state number of deck crew available for maneuvering). (BA NP 286(3))	16/02	Page 223—Line 26/R; read: Lighted Buoy H1, about 1.4 miles NE of SBM1. (US CH 62409)	16/02
Page 212—Line 20/R; read: Pilotage, provided from Abu Zaby, is available only during daylight hours. (BA NP 286(3))	16/02	Page 223—Line 41/R; read: VHF channel 9 for anchoring and pilotage instructions. (BA NM 49/01, Section VI)	16/02
Page 213—Lines 20 to 21/R; strike out. (BA NP 286(3))	16/02	Page 224—Lines 5 to 11/R; read: Pilotage. —Pilotage is compulsory for vessels of 2,000 grt and over and all vessels carrying dangerous substances navigating in the port area. The pilot boarding position is situated 1 mile ENE of Fairway Lighted Buoy.	
Page 214—Lines 10 to 15/L; read: be well-advised, particularly on the first visit. Pilots board, as follows: 1. Near Lighted Buoy No. 5. 2. For tankers waiting in the anchorage area—2.5 miles off Lighted Buoy No. 7. 3. For vessels mooring at the SBM—in the anchorage area or near Lighted Buoy No. 17. Vessels should send their ETA 72 hours, 48 hours, and 24 hours in advance through Bahrain (A9M). The 72-hour message (BA NP 286(3))	16/02	Regulations. —The vessel's ETA messages should be provided 7 days, 72 hours, and 48 hours prior to arrival. Changes of ETA of 4 hours or more should be reported during the final 24 hours before arrival. Vessels should contact Ras Laffan Port Control on VHF channel 12 or 16 when within 6 hours of arrival. All movements within the port are controlled by Ras Laffan Port Control using VHF channel 12. All vessels must contact Ras Laffan Port Control on VHF channel 12 prior to entering, leaving, or maneuvering within the port area. The dredged channel is subject to one-way navigation. All movements within the dredged channel and the deep-water basin are prohibited during the entry/departure of vessels bound to/from any berth in the deep-water basin. Ras Laffan Port Control will promulgate the movements of such vessels, on VHF channel 12, about 30 minutes prior to the intended time of the vessel entering/departing the dredged channel. (BA NP 286(3))	16/02
Page 214—Line 20/L; read: 4. Quantity of cargo required and maximum loading rate. (BA NP 286(3))	16/02	Page 231—Lines 42/L to 22/R; read: Mina Salman. —Pilotage is compulsory for vessels over 250 grt intending to transit the entrance channel to Khawr Al Qulayah, whether bound to or from Mina Salman or not. Vessels between 250 and 1,500 grt may be given permission to proceed without a pilot according to the circumstances prevailing at the time. Bahrain Pilots provide pilotage for all vessels bound for Khawr al Qulayah. Vessels should send their ETA and maximum draft 24 hours and 12 hours in advance. Pilots board 0.3 mile SE of Sitrah Lighted Buoy. Sitrah. —Sitrah Pilots provide pilotage for vessels bound for the GIIC Terminal, the Alba Jetty, the ASRY Drydock, and the BAPCO Terminal. Pilotage is compulsory for these terminals. Vessels should send their ETA, draft, and bunker fuel requirements 48 hours in advance through Bahrain (A9M). Pilots board at the anchorage.	
Page 215—Line 24/R; insert after: Vessels should not board pilots in the Traffic Separation Scheme. Vessels from N will be advised if pilots will board in a different location. Berthing is done during daylight hours only. (BA NP 283(3))	16/02		
Page 218—Line 35/R; read: Pilotage is compulsory and is available during daylight hours only. Vessels should send their ETA 72 hours, 48 (BA NP 286(3))	16/02		
Page 223—Lines 22 to 26/L; read: naval vessels, with drafts of over 4m. Pilots should be ordered through Port Control 2 hours prior to arrival at the pilot boarding position. The pilot boards near Ad Dawhah Light Float. Regulations. —An arrival notice should be sent to the Port Authority at least 24 hours prior to arrival at the pilot boarding position. The exact time of arrival should be			

PUB 172 (Continued)

Regulations

GIIC Terminal.—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.

When within VHF range, vessels should establish contact with Bahrain Port Control and the BAPCO Terminal to obtain the latest movement schedule from Sitrah Pilots.

BAPCO Terminal.—When within VHF range and when at anchor, vessels should maintain a continuous listening watch on VHF channel 16 and 74.

ASRY Drydock.—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.
4. Whether vessel is gas free and ready to berth.
5. Whether vessel requires tank cleaning.

When within VHF range, vessels should establish contact with Bahrain Port Control and the BAPCO Terminal to obtain the latest movement schedule from Sitrah Pilots.

Alba Jetty.—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.
4. Bunker requirements.

When within VHF range, vessels should establish contact with Bahrain Port Control and the BAPCO Terminal to obtain the latest movement schedule from Sitrah Pilots.

Vessel Traffic Management System.—A Vessel Traffic Management System is in operation in the approaches to the port, including the Deepwater Fairway and the Northeast Approach Channel.

Inbound vessels over 50 grt should contact Bahrain Port Control Operations, as follows:

1. Vessels should radio their ETA at Sitrah Lighted Buoy (26°11'N., 50°43'E.), with draft and details of any deficiencies in vessel handling or seaworthiness, when within VHF range.
2. Vessels using Deepwater Fairway should request permission to proceed past Lighted Beacon No. 3 (26°29'N., 50°57'E.).
3. When passing the charted Reporting Points.
4. Vessels should report their intention to anchor to Port Control in sufficient time for an alternative anchorage to be stipulated.
5. When berthed, moored, or anchored.

Outbound vessels over 50 grt should contact Bahrain Port Control Operations, as follows:

1. Vessels should contact Port Control 15 minutes before, and immediately prior to, getting underway.

2. When passing the charted Reporting Points.

3. Vessels using Deepwater Fairway should request permission to proceed past Bahrain Approach Buoy.

All vessels are required to maintain a continuous listening watch on VHF channel 74 when within the port area, including while anchored. Bahrain Port Control should be contacted if the vessel is to shift berth or anchorage and again when the vessel is situated.

Vessels berthing at Sitrah should have their outboard anchor

(BA NP 286(3))

16/02

Page 240—Line 6/R; read:

Gar Entry Lighted Buoy. Pilotage is available 24 hours.

(BA NP 286(3))

16/02

PUB 175 **7 Ed 2001**

LAST NM 14/02

Page 143—Line 22/L; read:

whaling station, 0.25 mile SSW of Flat Rock. A dangerous wreck lies 650m SW of Seal Island.

(1(52)02 Wollongong)

16/02

PUB 183 **5 Ed 2001**

LAST NM 15/02

Page 17—Line 38/L; read:

for Preventing Collisions at Sea (1972) applies.

An unexploded ordnance area, which may best be seen on the chart, lies about 19 miles NNE of Mys Svyatoy Nos.

(BA NM 3/02)

16/02

PUB 191 **9 Ed 2000**

LAST NM 15/02

Page 8—Lines 39 to 50/R; read:

Pilotage.—Penzance harbor can be contacted by VHF. The harbor office hours are 0830 to 1730 weekdays and on all tides from 2 hours before to 1 hour after HW.

Newlyn harbor can be contacted by VHF and provides information on vessel movements and general navigation matters in or near the harbors of Newlyn and Penzance. Newlyn harbor office hours are 0800 to 1700 weekdays and 0800 to 1200 Saturday.

(BA NP 286)

16/02

Page 64—Lines 49 to 51/R; read:

the highest headland on the N coast. A conspicuous hotel stands near the head of Bouley Bay, 1.3

(BA NM 6/02)

16/02

Page 79—Line 30/L; read:

direction.

Pilotage.—Pilotage for Port du Havre-Antifer and Le Havre are provided by the Le Havre-Fecamp Pilotage Service (see paragraph 5.11). Pilotage for ports along La Seine Maritime is provided by the La Seine Pilotage Service at Rouen (see paragraph 5.12). This service also provides pilots for Honfleur, Caen-Ouistreham, Trouville-Deauville, and Dieppe.

(BA NP 286)

16/02

PUB 191 (Continued)

Page 91—Lines 45 to 52/L; read:

Pilotage

Pilotage for La Seine Maritime is provided by the La Seine pilotage service at Rouen. Pilotage is compulsory for all vessels entering La Seine Maritime of more than 45m in length.

All inbound vessels should send an ETA and request for pilotage to the Rouen Port Control at least 5 hours prior to arrival. They should send amendments up to 3 hours before arrival if earlier than their previous ETA or 3 hours before their previous ETA if later. The message should include ETA at the boarding position, draft, and speed (maximum speed without notice).

All inbound vessels should then contact Rouen Port Control on VHF channel 73 to confirm ETA and receive instructions.

Pilots generally board vessels in the vicinity of the RN Lighted Buoy (49°29'N., 0°01'W.).

The La Seine pilotage service also provides pilots for Hon-fleur, Deauville-Trouville, Caen-Ouistreham, and Dieppe.

(BA NP 286)

16/02

PUB 192 7 Ed 2000 LAST NM 15/02

Page 51—Lines 31 to 33/R; read:

Mundesley (52°53'N., 1°26'E.) is situated 5 miles SE of Cromer. A prominent water tower stands in the NW part of this village.

A conspicuous white radar dome, 68m high, is situated at Trimingham, 1.2 miles NW of Mundesley.

(BA NP 54)

16/02

Page 53—Lines 21 to 28/R; read:

over in length, with certain exceptions. Pilots can be contacted by VHF and board within 1 mile of Corton Lighted Buoy (52°31.1'N., 1°51.5'E.), off the entrance to Holm Channel, or not less than 0.5 mile from the harbor entrance.

Vessels should send an ETA and a request for pilotage 8 hours in advance. The message should include length, draft, grt, last port of call, cargo, and berth. Vessels leaving a port within 8 hours voyage time should send their ETA on departure. Amendments to ETA should be sent as necessary.

Vessels should then contact the pilot station and confirm their ETA 2 hours prior to arrival or when within VHF range.

Regulations.—Great Yarmouth Vessel Traffic Service (VTS) system operates in the approaches to the port.

All inbound vessels should report their ETA off the port entrance to the VTS Control at least 1 hour prior to arrival. This report should include draft, length, grt, agent, last port of call, details of cargo, and designated berth.

(BA NP 286)

16/02

Page 53—Lines 40 to 43/R; strike out.

(BA NP 54)

16/02

Page 59—Lines 10 to 45/R; read:

Pilotage Area is bounded by the following positions:

1. Foulness Point (51°37.0'N., 0°57.3'E.).
2. Gunfleet Old Lighthouse (51°46.1'N., 1°20.5'E.).
3. Long Sand Head (51°48.0'N., 1°40.0'E.).
4. Position 51°36.00'N, 1°23.08'E.
5. Position 51°26.60'N, 1°25.50'E.
6. Warden Point (51°24.9'N., 0°54.4'E.).

The inner limit of the Pilotage Area is on the River Thames at Putney Bridge.

Pilotage is compulsory, as follows:

1. Within the Outer Area, which extends between the seaward limit of the Pilotage Area and Sea Reach lighted buoy No. 1 (51°29.4'N., 0°52.5'E.), for the following:

- a. Vessels over 90m in length.
- b. Vessels over 50m in length that are passenger vessels or vessels carrying marine pollutants in bulk.
- c. Vessels between 50m and 90m in length, with a draft of over 6m.
- d. Vessels between 50m and 90m in length, with a draft of over 4m, when restricted visibility exists or develops in the Pilotage Area.

2. Within the Inner Area, which extends between Sea Reach lighted buoy No. 1 and Putney Bridge, for the following:

- a. Vessels over 80m in length.
- b. Vessels over 50m in length that are passenger vessels or vessels carrying marine pollutants in bulk.
- c. Vessels over 50m in length, with a draft of over 5m.
- d. Vessels over 50m in length, with a draft of over 4m, when restricted visibility exists or develops in the Pilotage Area.

A separate authorization is required for pilotage within the Thames Barrier Control Zone.

Inbound vessels should send an ETA message, with mandatory pilotage details (see list under Vessel Traffic Service), to Port Control London 24 hours prior to arrival at the boarding position, or within 1 hour of departure from their last port of call, if less than 24 hours.

A confirmation of the ETA should be sent not later than 8 hours in advance to Port Control London and to the NE Spit pilot station by VHF 2 hours before arrival.

Any changes to the ETA should be sent to Port Control London and the agent until 4 hours before the declared ETA, after which vessels should contact the appropriate pilot station by VHF.

Outbound vessels, vessels shifting berth, and vessels departing from an anchorage should send an ETD and mandatory pilotage details (see list under Vessel Traffic Service) to Port Control London 24 hours in advance, reporting any changes as necessary. Outbound vessels and vessels shifting berth requiring pilotage should confirm their ETD not later than 4 hours in advance.

Pilots for the Port of London may be embarked at one of three pilot stations. In addition, it may be necessary to change pilots off Gravesend, about 0.2 mile N of Royal Terrace Pier, for vessels bound for the upper reaches of the

PUB 192 (Continued)

River Thames. Port Control London will arrange this change if it

(BA NP 286)

16/02

Page 61—Lines 1 to 23/L; read:

2. Sunk Pilot Station (Harwich)—Vessels embark pilots, as follows:

a. For vessels of 10m draft and over—in position 51°51.4'N, 1°40.5'E (3.5 miles E of Sunk Light Vessel).

b. For vessels of less than 10m draft—in position 51°51.6'N, 1°37.1'E (1.5 miles ENE of Sunk Light Vessel). However, vessels of less than 6m draft, which embark a London pilot at Sunk, will be subject to a surcharge.

3. Warp/Oaze Deep Pilot Station (Sheerness)—Vessels which are exempt from compulsory pilotage in the Outer Area will, subject to weather conditions, embark and disembark pilots, as follows:

a. For inbound vessels using Black Deep, Fisherman's Gat, Princes Channel, or Knob Gat Channel—in position 51°29.2'N, 0°59.3'E (Oaze Deep).

b. For inbound vessels using Mouse Channel or Barrow Deep Channel—in position 51°30.7'N, 0°57.0'E (The Warp).

Vessels requiring a pilot to embark or disembark at a port on the European continent or at a United Kingdom port outside the London Pilotage Area should send a request to Port Control London at least 5 days in advance.

(BA NP 286)

16/02

Page 61—Lines 26 to 57/L; read:

Regulations.—A mandatory Vessel Traffic Service (VTS) system operates in the approaches to the Port of London and is managed by Port Control London, located at Gravesend, and Woolwich Radio, located at the Thames Barrier Navigation Center.

Port Control London provides a traffic organization service between the seaward approaches and Crayford Ness (51°29.1'N., 0°12.6'E.). This station may be contacted on VHF channel 12 when E of Sea Reach No. 4 lighted buoy (51°29.6'N., 0°44.3'E.) and on VHF channel 68 when W of it.

Woolwich Radio provides a traffic organization service in the tidal area of the Thames above Crayford Ness. This station may be contacted on VHF channel 14.

All vessels over 50 grt or over 40m in length are designated as Reporting Vessels.

All inbound Reporting Vessels must send an ETA message, with appropriate details (see list below), to Port Control London 24 hours in advance or within 1 hour of departure from the last port of call.

Designator	Information Required
*A	Vessel's name, nationality, call sign, and MMSI number.
*B	GRT.

Designator	Information Required
*C	Length (meters).
*D	Draft and list (if any).
E1 or E2 or E3	Last port and intended approach channel. Next port and intended departure channel. If shifting berth, location of new berth.
F	If an anchorage is required.
*G	If a pilot is required.
*H1 or *H2 or *H3	ETA and required pilot boarding station. ETD and pilot disembarkation station. If shifting berth, ETD from present berth.
I	If navigating under a Pilotage Exemption Certificate, name and number.
*J	Name of berth in Port of London.
K	Details of any damage to vessel.
L	Cargo status (in ballast, loaded, etc.).
M	Details of any hazardous or pollutant commodities on board.
*N	Maneuvering and sea speed.

* Denotes items mandatory for pilotage request messages.

Reporting Vessels within the VTS area should maintain a continuous listening watch on the appropriate area frequency and should advise the designated shore station prior to changing to another frequency or closing down.

Vessels over 20m in length and vessels certified to carry more than 12 passengers, which are not Reporting Vessels, are required to maintain a continuous VHF listening watch.

Pleasure craft are encouraged to participate.

Reporting Vessels within the VTS area are required to report when anchoring, berthing, or entering a lock. In addition, they should report immediately the occurrence of being involved in or sighting a collision, stranding, fire, or other accident; a machinery or steering breakdown; a personal injury or recovery of a casualty from the river; or a spillage of oil.

All inbound Reporting Vessels must contact Port Control London on VHF channel 12 and obtain clearance for continued transit at the following outer estuary Reporting Points:

1. In Sunk VTS area—Vessels will be directed, on passing Sunk Light Float or Long Sand Head lighted buoy (51°48'N., 1°40'E.), to call Port Control London on VHF channel 12. Vessels should state their intended route for transit and request clearance. After being informed of the traffic routing information, vessels should return to monitor Sunk VTS on VHF channel 14 until finally clear of the Sunk VTS area (see Sunk VTS under Harwich-Port of Felixstowe Regulations).

2. At position 51°33.5'N, 1°35.0'E (SE of S Knock lighted buoy).

3. At position 51°29.0'N, 1°50.0'E (N of Falls Head lighted buoy).

PUB 192 (Continued)

4. At position 51°20.5'N, 1°35.2'E (E of NE Goodwin lighted buoy).

All inbound Reporting Vessels should report to Port Control London on VHF channel 12 when passing the following Reporting Points:

1. In Barrow Deep, Mouse Channel, and The Warp:
 - a. Sunk Head Tower.
 - b. Barrow No. 2 lighted buoy.
 - c. Barrow No. 6 lighted buoy.
 - d. Barrow No. 10 lighted buoy.
 - e. N Oaze lighted buoy (inbound only).
 - f. Sea Reach No. 1 lighted buoy (outbound only).
 - g. Sea Reach No. 4 lighted buoy (frequency change).
2. In Black Deep, Knock John, and Oaze Deep:
 - a. Sunk Head Tower.
 - b. Black Deep No. 3 lighted buoy.
 - c. Black Deep No. 7 lighted buoy.
 - d. Knock John No. 7 lighted buoy.
 - e. SW Oaze lighted buoy (inbound only).
 - f. Sea Reach No. 1 lighted buoy (outbound only).
 - g. Sea Reach No. 4 lighted buoy (frequency change).
3. In Fisherman's Gat, Knob or Knock John Channels:
 - a. S Knock or NE Spit lighted buoys (inbound only as appropriate).
 - b. Outer Fisherman buoy.
 - c. Black Deep No. 7 lighted buoy.
 - d. Knock John No. 7 lighted buoy (Knock John only).
 - e. Tizard lighted buoy (Knob only).
 - f. Shivering Sand Tower (Knob only).
 - g. SW Oaze lighted buoy (inbound only).
 - h. Sea Reach No. 1 lighted buoy (outbound only).
 - i. Sea Reach No. 4 lighted buoy (frequency change).
4. In Princes Channel:
 - a. S Knock or NE Spit lighted buoys (inbound only as appropriate).
 - b. Princes lighted buoy.
 - c. Shivering Sand Tower.
 - d. SW Oaze lighted buoy (inbound only).
 - e. Sea Reach No. 1 lighted buoy (outbound only).
 - f. Sea Reach No. 4 lighted buoy (frequency change).

For Reporting Points located W of Sea Reach No. 4 lighted buoy, see Sector 5.

Vessels using the inshore passages should report to Port Control London on VHF channel 12 when passing the S Whitaker and Maplin lighted buoys or the SE Margate and Spaniard lighted buoys, as appropriate.

Vessels entering or leaving the River Medway should report to Port Control London on VHF channel 12 when approaching the Medway lighted buoy (51°29'N., 0°53'E.) (see Sector 5 for details of the Medway VTS system).

(BA NP 286)

16/02

Page 61—Lines 1 to 22/R; strike out.
(NIMA)

16/02

Page 61—Lines 29 to 39/R; read:
past every hour.

Details of a major incident (alongside or underway) in the river between Sea Reach No. 1 Lighted Buoy and Crayford Ness will be broadcast by Port Control London using the code word POLACAP.

Details of a major incident to seaward of Sea Reach No. 1 Lighted Buoy will be broadcast by Port Control London using the code word POLASEA.

Details of a major incident above Crayford Ness will be broadcast by Woolwich Radio using the code word POLARIVER.

These code words signify that the Port of London has initiated a combined accident procedure. All vessels should maintain their present listening watch, minimize all radio broadcasts, and be prepared to receive specific traffic regulation instructions.

For details of Sunk VTS and Harwich (Port of Felixstowe) VTS systems, see paragraph 4.9.

For details of Reporting Points in the River Thames above Sea Reach No. 4 Lighted Buoy and the Medway VTS system, see Sector 5.

(BA NP 286)

16/02

Page 64—Line 9/R; read:
less than 6m.

(BA NP 28)

16/02

Page 64—Line 23/R; read:

with squat. Vessels should allow a minimum underkeel clearance of 0.9m on a flood tide and 1.4m on an ebb tide. Vessels, with drafts over 10m, should allow an underkeel clearance of 1.2m on a flood tide and 1.5m on an ebb tide.

(BA NP 28)

16/02

Page 68—Lines 14 to 28/R; read:

After embarking the pilot E of Sunk Light Vessel, deep-draft vessels should follow the recommended route, which may best be seen on the chart, and proceed W and NW into the entrance of the Harwich Deep-Water Channel. Other vessels approaching from the S or E should embark the pilot ENE of Sunk Light Vessel. They may then proceed W and NW through the outer part of the deep-water channel. Those vessels, with suitable draft, may pass between Roughs Tower (51°54'N., 1°29'E.) and Threshold Shoals, 2.4 miles E. They may then pass E of Cross Lighted Buoy (51°56.2'N., 1°30.6'E.) and steer in a W direction toward the outer entrance of North Channel.

Vessels approaching from the N, NE, and E should pass through either Shipway or Sledway and then shape their course toward the pilot boarding station located about 2 miles ENE of Harwich Approach Lighted Buoy (formerly Shipway Lighted Buoy) (51°56.7'N., 1°30.7'E.).

PUB 192 (Continued)

For restrictions, see Pilotage for Harwich (Port of Felixstowe).

(BA NP 286; BA NP 28)

16/02

Page 70—Lines 7 to 41/L; read:

Pilotage.—Pilotage is provided by Haven Pilotage Service and is compulsory for all vessels over 50m in length, except HM ships.

Inbound vessels should send an ETA at the pilot boarding station at least 24 hours in advance or on leaving the last port of call, if later. The ETA message should include the vessel's name, call sign, grt, maximum draft, and destination.

Vessels should then confirm their ETA 3 hours and 1 hour in advance or as soon as practicable when within VHF range.

Outbound vessels should give an ETD at least 2 hours in advance, with a confirmation 30 minutes prior to departure (ETD will not be accepted more than 3 hours in advance).

The Haven Pilotage Service operates two pilot stations:

1. Sunk Pilot Station provides pilotage for Harwich, Felixstowe, Ipswich, and Mistley. It also provides pilotage for the Port of London and River Thames.

Vessels of 10m draft and over embark the pilot in position 51°51.4'N, 1°40.5'E (3.5 miles E of Sunk Light Vessel).

Vessels of less than 10m draft embark the pilot in position 51°51.6'N, 1°37.1'E (1.5 miles ENE of Sunk Light Vessel).

Communication on the approach and at this pilot station will be conducted by Sunk VTS on VHF channel 14 (see Regulations).

Vessels giving the 1-hour confirmation of ETA at this boarding station should call on VHF channel 9.

2. Haven Pilot Station provides pilotage for Harwich, Felixstowe, Ipswich, and Mistley.

Pilots board vessels about 2 miles ENE of Harwich Approach lighted buoy (formerly Shipway lighted buoy) (51°56.7'N., 1°30.7'E.).

This station should be used only by vessels of less than 180m in length and less than 8m draft.

Communication on the approach and at this pilot station will be conducted by Haven VTS on VHF channel 71 (see Regulations).

Vessels giving the 1-hour confirmation of ETA at this boarding station should call on VHF channel 9.

Haven Pilotage Service may be contacted by e-mail at sunk.pilot@hha.co.uk.

Pilots for the Rivers Colne and Crouch embark vessels about 2.5 miles WSW of Sunk Light Vessel.

See Approaches to Harwich, Directions (paragraph 4.8) for further information.

Regulations.—Sunk Vessel Traffic Service (VTS) system has been established in the vicinity of Sunk Light Vessel and covers an area bounded by the following positions:

- a. 51°52.5'N, 1°32.3'E.
- b. 51°52.5'N, 1°33.2'E.
- c. 51°52.7'N, 1°34.1'E.
- d. 51°53.0'N, 1°38.9'E.

- e. 51°53.0'N, 1°42.0'E.
- f. 51°50.0'N, 1°42.0'E.
- g. 51°50.0'N, 1°39.5'E.
- h. 51°47.0'N, 1°34.9'E.
- i. 51°48.0'N, 1°32.4'E.
- j. 51°50.0'N, 1°33.9'E.
- k. 51°50.0'N, 1°32.3'E.

All vessels must report to Sunk VTS on VHF channel 14 when passing the following positions (Reporting Points):

- a. 51°57.0'N, 1°39.4'E. (E Shipwash—N approach).
- b. 51°50.7'N, 1°52.2'E. (S Inner Gabbard—E approach).
- c. 51°47.5'N, 1°40.5'E. (Long Sand Head—S approach).
- d. 51°53.8'N, 1°33.6'E. (Walker, formerly Shiphead lighted buoy—transfer to/from Harwich VTS).
- e. 51°46.7'N, 1°28.2'E. (Sunk Head Tower, Barrow Deep—transfer to/from Port Control London VTS).
- f. 51°50.0'N, 1°42.0'E. (Sunk Head Tower, Black Deep—transfer to/from Port Control London VTS).
- g. 51°49.0'N, 1°23.0'E. (Wallet No. 2—W approach).

All vessels must maintain a continuous listening watch on VHF channel 14 until finally clear of the VTS area or when transferring to a neighboring VTS system.

All vessels at anchor within the designated anchorages in the vicinity of Sunk Light Vessel must maintain a continuous listening watch on VHF channel 14.

Inbound vessels for the Port of London will be instructed by Sunk VTS to contact Port Control London for routing information when passing Sunk light Vessel or Long Sand Head lighted buoy (51°48'N., 1°40'E.).

All vessels engaged in pilot embarkation or disembarkation operations must maintain a continuous listening watch on VHF channel 14.

Vessels may use VHF channel 6 for dedicated communication with the pilot launch during the transfer of pilots only. All other communication with pilot launches must be carried out on VHF channel 14.

All vessels should navigate with extreme caution when entering the Precautionary Area because vessels embarking and disembarking pilots may be encountered, some of which may be constrained by their draft.

Sunk VTS may be contacted by e-mail at sunk.vts@hha.co.uk.

Harwich Vessel Traffic Service (VTS) system has been established in the approaches to Harwich and provides radar surveillance and marine information. The seaward limit of the VTS area covers an area bounded by the arc of a circle, with a radius of 4 statute miles, centered on position 51°55.96'N, 1°18.84'E, with an E extension defined by a line joining the following positions:

- a. 51°57.4'N, 1°23.9'E.
- b. 51°59.0'N, 1°37.1'E.
- c. 51°53.8'N, 1°33.9'E.

PUB 192 (Continued)

- d. 51°52.6'N, 1°33.9'E.
- e. 51°52.6'N, 1°30.8'E.
- f. 51°54.3'N, 1°30.8'E.
- g. 51°55.3'N, 1°24.3'E.

Participation in this VTS system is mandatory for all vessels over 50 grt and all vessels certified to carry 12 or more passengers.

Navigational information broadcasts are made by Harwich VTS on VHF channel 11 at 0415 and 1615 hours. During periods of major operations, broadcasts are also made at 1015 and 2215 hours.

In the event of a major incident, details will be broadcast by Harwich VTS using the code word HARWICHCAP. This code word signifies that Harwich has initiated a combined accident procedure. All vessels should maintain their present listening watch, minimize all radio broadcasts, and be prepared to receive specific traffic regulation instructions.

Harwich VTS may be contacted by e-mail at harwich.vts@hha.co.uk.

All inbound vessels should send their ETA at the pilot station to the Harwich VTS Operations Center at least 24 hours in advance or on leaving the last port of call, if later. The message should include the vessel's name, call sign, grt, maximum draft, and destination.

Vessels must confirm their ETA 3 hours prior to arrival or as soon as practicable when within VHF range on VHF channel 9. All times should be given in local time.

All inbound vessels must obtain permission from Harwich VTS prior to entering the VTS area. They must also report on VHF channel 71 when passing the following positions (Reporting Points):

- a. 52°03.7'N, 1°42.0'E. (N Shipwash Outer Approach—N approach).
- b. 52°01.7'N, 1°38.3'E. (N Shipwash lighted buoy—N approach).
- c. 51°53.8'N, 1°33.6'E. (Walker, formerly Shiphead lighted buoy—S approach, transfer from Sunk VTS).
- d. 51°59.0'N, 1°35.6'E. (Mid Bawdsey—N approach).
- e. 51°58.6'N, 1°28.0'E. (Cutler—N approach, inshore route).
- f. 51°53.2'N, 1°18.9'E. (Stone Banks—S approach, inshore route).
- g. 51°56.8'N, 1°30.7'E. (Harwich Approach, formerly Shipway lighted buoy).
- h. 51°56.0'N, 1°22.2'E. (Harwich Channel No. 7).
- i. 51°58.9'N, 1°16.6'E. (Orwell No. 2, Ipswich approach—transfer to Orwell Navigation Service).

All vessels must maintain a continuous listening watch on VHF channel 71 while within the VTS area and report when anchoring or berthing.

All vessels must obtain permission before getting underway from an anchorage or leaving a berth. They must also report when clear of an anchorage or berth.

All outbound vessels must give an ETD at least 2 hours in advance to Harwich VTS, with a confirmation 30 minutes

prior to departure (ETD will not be accepted more than 3 hours in advance). They must also obtain permission from Harwich VTS to leave. Permission to leave is valid for only 15 minutes. If the vessel has not cleared new permission must be obtained.

Outbound vessels must report to Harwich VTS on VHF channel 71 when passing the following positions (Reporting Points):

- a. 51°59.8'N, 1°14.4'E. (Orwell No. 4—preliminary).
- b. 51°58.9'N, 1°16.6'E. (Orwell No. 2—transfer from Orwell Navigation Service).
- c. 51°56.9'N, 1°13.3'E. (Erwarton—River Stour).
- d. 51°55.8'N, 1°22.8'E. (Haven No. 8 lighted buoy).
- e. 51°55.7'N, 1°30.7'E. (Rough—southbound).
- f. 51°56.5'N, 1°30.6'E. (Cross—stating if northbound or southbound).
- g. 51°53.2'N, 1°18.9'E. (Stone Banks—southbound, inshore route).
- h. 51°58.6'N, 1°28.0'E. (Cutler—northbound, inshore route).
- i. 51°53.8'N, 1°33.6'E. (Walker, formerly Shiphead lighted buoy—southbound, transfer to Sunk VTS).
- j. 51°59.0'N, 1°35.6'E. (Mid Bawdsey—northbound).
- k. 52°01.7'N, 1°38.3'E. (N Shipwash—northbound).

Vessels with a draft of 7.2m or over are
(BA NP 286)

16/02

Page 70—Lines 40 to 56/R; read:

The wet dock is entered through a lock, 91m long and 14.5m wide. It has depths over the sill of 7.1m at HWS and 6.3m at HWN. Vessels up to 80.76m in length can enter by using the lock. Vessels up to 114m in length, 13.8m beam, and 5.5m draft can enter the dock by canaling through the lock at HW. There is 1,750m of total berthage within the dock, with depths of 3.7 to 6.7m alongside. There are facilities for yachts at the N side of the dock.

The main riverside facilities are described below.

Cliff Quay has 1,130m of total berthage and a depth of 8.2m alongside.

West Bank Terminal has 320m of total berthage and a depth of 6.5m alongside.

Power Station Jetty has 150m of total berthage and a depth of 8.4m alongside.

There are facilities for container, bulk, tanker, and ro-ro vessels within the port. Generally, vessels up to 140m in length and 7.5m draft can be handled. Vessels up to 148m in length and 8.4m draft have been handled at HWS.

(Lloyds Ports)

16/02

Page 71—Lines 1 to 2/L; strike out.

(NIMA)

16/02

Page 71—Lines 12 to 20/L; read:

Regulations.—The Orwell Navigation Service operates a Port Control and Information Service within the river.

All vessels must maintain a VHF listening watch when underway as directed by the Orwell Navigation Service.

PUB 192 (Continued)

Vessels without an operational VHF should make contact by telephone.

All inbound vessels should report to Ipswich Port Radio on VHF channel 68 on passing the following Reporting Points:

1. Fagbury Buoy (51°57.9'N., 1°16.9'E.).
2. No. 4 Lighted Buoy.
3. Cighthouse Lighted Buoy.
4. No. 9 Lighted Buoy.
5. On berthing.

Local weather, visibility, tides, and general marine information are available upon request. The Orwell Navigation Service may be contacted by e-mail at ipswich@abports.co.uk.

(BA NP 286)

16/02

Page 75—Lines 27 to 36/L; read:

Pilotage.—Pilotage is compulsory for vessels of 50m in length and over. Pilots are provided by the Medway Pilotage Service (see Sector 5) and board as follows:

1. Vessels over 80m in length—in position 51°25'N, 1°30'E, between NE Spit Lighted Buoy and Elbow Lighted Buoy (see NE Spit pilot station under Thames Estuary).
2. Vessels between 50m and 80m in length—at Whitstable Street Lighted Buoy (51°23.9'N., 1°01.6'E.).

Vessels should send a request for pilotage and an ETA to the Medway Navigation Service at least 24 hours in advance. Vessels should also send an ETA to the port 12 hours in advance. See pilotage for Thames Estuary.

(BA NP 286)

16/02

Page 79—Lines 1 to 52/R; read:

Regulations.—A mandatory Vessel Traffic Service (VTS) system operates in the approaches to the Port of London and in the River Thames. It is managed by Port Control London, located at Gravesend, and Woolwich Radio, located at the Thames Barrier Navigation Center.

Port Control London provides a traffic organization service between the seaward approaches and Crayford Ness (51°29.1'N., 0°12.6'E.). This station may be contacted on VHF channel 12 when E of Sea Reach No. 4 lighted buoy (51°29.6'N., 0°44.3'E.) and on VHF channel 68 when W of it.

Woolwich Radio provides a traffic organization service in the tidal area of the Thames above Crayford Ness. This station may be contacted on VHF channel 14.

All vessels over 50 grt or over 40m in length are designated as Reporting Vessels.

See Regulations in Sector 4 for VTS procedures in the Thames Estuary and call-in positions (Reporting Points) located between the seaward limit of the VTS area and Sea Reach No. 4 lighted buoy.

All Reporting Vessels are required to report to Port Control London on VHF channel 68 when passing the following points:

1. Sea Reach No. 4 lighted buoy (51°29.6'N., 0°44.3'E.) (frequency change).

2. Sea Reach No. 7 lighted buoy (51°30.1'N., 0°36.8'E.).

3. Shommead (51°27.3'N., 0°26.4'E.).

4. Gravesend (51°26.9'N., 0°22.6'E.) (inbound only).

5. Tilburyness (51°27.1'N., 0°20.0'E.) (outbound only).

6. West Thurrock Power Station (51°27.9'N., 0°17.7'E.).

All Reporting Vessels are required to inform Woolwich Radio on VHF channel 14 when passing the points listed below. In addition, reports are mandatory for all vessels equipped with VHF, irrespective of size, which intend to navigate through or within the Thames Barrier Control Zone. This latter zone extends between Margaret Ness (51°30.5'N., 0°05.5'E.) and Blackwall Point (51°30.3'N., 0°00.2'E.).

1. Crayford Ness (51°29.1'N., 0°12.6'E.) (frequency change)—Inbound and outbound, mandatory only for inbound Reporting Vessels intending to enter the Thames Barrier Control Zone. Vessels must report ETA at the Barrier or at a destination within the zone if not passing through the Barrier (see Note 1).

2. Ford Motor Works Dagenham (51°30.5'N., 0°09.6'E.)—Inbound and outbound, mandatory for Reporting Vessels only.

3. Margaret Ness (51°30.5'N., 0°05.5'E.)—Inbound only, mandatory for all vessels equipped with VHF. Vessels must request clearance to enter the Barrier Zone (see Notes 2 and 3).

4. Blackwall Point (51°30.3'N., 0°00.0'E.)—Outbound only, mandatory for all vessels equipped with VHF. Vessels must confirm ETA at Barrier given at London Bridge and request clearance to enter the Barrier Zone (see Notes 2 and 3).

5. Surrey Entrance, Wapping (51°30.3'N., 0°03.1'W.)—Inbound only, mandatory for Reporting Vessels only.

6. Tower Bridge (51°30.2'N., 0°04.3'W.)—Outbound only, mandatory only for Reporting Vessels intending to enter the Thames Barrier Control Zone. Vessels must report ETA at the Barrier or at a destination within the zone if not passing through the Barrier (see Notes 1 and 4).

Note 1: Reporting Vessels leaving berths or locks between Crayford Ness and Margaret Ness (inbound) and between London Bridge and Blackwall Point (outbound) must report ETA at the Barrier or destination 30 minutes before entering the zone.

Note 2: All vessels equipped with VHF leaving berths or locks within the Barrier Control Zone must report 30 minutes before departing the berth or lock and again immediately prior to leaving. Permission to proceed must be requested.

Note 3: Span allocation will be given along with clearance to enter the Barrier Control Zone.

Note 4: All Reporting Vessels navigating between Tower Bridge (51°30.3'N., 0°04.5'W.) and Wandsworth Bridge are required to carry an electronic keying device to activate the isophase lights on these bridges. Such vessels should use the

PUB 192 (Continued)

bridge arches displaying these lights. Reporting Vessels not fitted with a keying device or experiencing technical difficulties should contact Port Control London or Woolwich Radio.

Information broadcasts made by Woolwich Radio (see Sector 4) include the bridge spans that are open for navigation. Notification of actual or intended closure of the Thames Barrier will be included when appropriate.

The area between Bulls Point (Gallions Point) (51°30.0'N., 0°05.4'E.) and Ware Point, 0.6 mile NE, encompasses the London City Airport glide path. All vessels, including pontoons carrying mobile cranes, having an air draft of 30.5m or more and intending to navigate in this area should inform Woolwich Radio at the earliest opportunity of their intentions. Such vessels must not enter the area without permission. Vessels with an air draft of more than 45m are required to give 24 hours notice.

Restrictions for overtaking exist above Tilburyness and at any time a large vessel or vessel carrying dangerous cargo is involved. In such circumstances, vessels must obtain clearance for overtaking from the appropriate control station.

Vessels, with an air draft over 45m, intending to pass under the Queen Elizabeth II Bridge, should contact Port Control London in advance so that the lights indicating the Tall Ships Navigation Channel can be switched on. This bridge spans Long Reach (51°28'N., 0°15'E.) and has a vertical clearance of 54m.

Additional regulations are in force for vessels navigating in the River Thames and vessels are advised to acquire a copy of the Port of London River Bylaws.

(BA NP 286; BA NP 28)

16/02

Page 80—Lines 1 to 33/L; strike out.

(NIMA)

16/02

Page 80—Line 17/R; read:

from Port Control London or Woolwich Radio.

(BA NP 286)

16/02

Page 82—Lines 46 to 47/L; read:

control for the Port of London VTS system. Port Control London operates in the area to the E of this point and Woolwich Radio operates in the area to the W of it. See Regulations under General Remarks.

(NIMA)

16/02

Page 83—Lines 22 to 42/L; read:

closure of the barrier are broadcast by Woolwich Radio on VHF channel 14.

Regulations.—For regulations concerning navigation in the vicinity of the Thames Barrier, see paragraph 5.1.

Extracts from the special restrictions include

(BA NP 286)

16/02

Page 83—Line 52/L; read:

visibility of less than 0.5 mile for vessels over 50m in

(BA NP 28)

16/02

Page 85—Lines 3 to 23/L; strike out.

(BA NP 28)

16/02

Page 85—Lines 44 to 54/R; read:

lighted buoy (51°28.8'N., 0°52.9'E.).

Inbound and outbound vessels must report to the Medway Navigation Service when passing the following reporting points:

1. Medway lighted buoy (also report to Port Control London on VHF channel 12).
2. Position 51°27.76'N, 0°47.17'E (between Nos. 8 and 10 lighted buoys). Outbound vessels only (also report when passing Richard Montgomery wreck to Port Control London on VHF channel 12).
3. No. 12 lighted buoy (51°25.7'N., 0°40.3'E.).
4. Darnett Ness (51°24.4'N., 0°35.7'E.).
5. No. 32 lighted buoy (51°24.6'N., 0°32.1'E.).
6. Chatham Ness (51°23.2'N., 0°31.1'E.).

Vessels entering or leaving the West Swale (see paragraph 5.12) should report when approaching the Medway lighted buoy and at the following reporting points:

1. Queenborough Spit lighted buoy (51°25.8'N., 0°43.9'E.).
2. Long Point (51°24.9'N., 0°43.3'E.).
3. Kingsferry Bridge (51°23.4'N., 0°45.0'E.).

Within the river area, vessels should report when passing the reporting points, before anchoring, and on berthing. In addition, vessels underway should keep a continuous listening watch on VHF channel 74 (VHF channel 16 while at anchor).

Outbound vessels or vessels shifting berth should report their ETA and draft to the service at least 1 hour in advance and immediately before commencement of the maneuver.

(BA NP 286)

16/02

Page 99—Line 4/R; read:

the A1 lighted buoy (51°22'N., 2°53'E.). Inbound vessels using this helicopter service are requested, in order to be identified on radar, to report on VHF channel 65 to Wandelaar Traffic Center, as follows:

- a. 2 hours prior to arrival at the KB Lighted Buoy (51°21.1'N., 2°42.9'E.).
- b. Eastbound vessels—when passing East Dyck Lighted Buoy (51°21.4'N., 2°31.2'E.).
- c. Southbound vessels—when passing SW Thornton Lighted Buoy (51°31.0'N., 2°51.0'E.) and Westpit Lighted Buoy (51°33.7'N., 3°10.0'E.).

All inbound vessels should contact the pilot station on VHF channel 65, or Wandelaar Traffic Center, at least 1 hour before ETA at the boarding position.

This station also provides pilots for Nieuwpoort, Oostende, and Zeebrugge.

(BA NP 286)

16/02

PUB 192 (Continued)

Page 129—Line 14/R; read:
rate of 1.2 knots.

Pilotage.—For rules and regulations concerning the pilotage of large vessels (including tankers and bulk carriers) navigating in the German Bight (Inner Deutsche Bucht) and proceeding to the Ems, Jade, Weser, or Elbe, see Pilotage under Approach Routes to German Bight.

For pilotage rules and procedures concerning all other vessels navigating in the German Bight and proceeding to the Ems, Jade, Weser, or Elbe, see Pilotage under the description of each individual estuary.

(NIMA)

16/02

COAST PILOT CORRECTIONS

**COAST PILOT 4 33 Ed 2001 Change No. 18
LAST NM 15/02**

Page 200—Paragraph 151, lines 4 to 5; read:
launching ramp are on the creek. In June 2001, the reported controlling depth at the entrance to the creek was 5 feet; thence in 1977, 5.5 feet at midchannel to Mackeys, about 0.5 mile above ...

(CL 1752/01)

16/02

Page 209—Paragraph 301, lines 5 to 8; read:
basin at **Little Port Brook**. In May 2001, the reported controlling depth was 5 feet to, and in, the basin at Atlantic; thence in 2000, 1.5 feet to the basin at Little Port Brook, with 7 feet in the basin. The basin ...

(CL 1595/01; NOS 11550)

16/02

Page 226—Paragraph 13, lines 7 to 11; read:
4.2 feet at the inlet and about 2 feet at Supply. In June 2001, the reported midchannel controlling depths were 5 feet from the Intracoastal Waterway to Lockwoods Folly River Daybeacon 10, thence 6 feet to Daybeacon 16, thence 2 feet to Supply. The river channel is marked ...

(CL 1566/01)

16/02

Page 226—Paragraph 15, lines 9 to 13; read:
about 8 miles above the inlet. In September 2001, the reported midchannel controlling depth over the bar and to the Intracoastal Waterway was 7 feet, thence 3.5 feet to Shalotte. The mean range of tide is 4.6 feet near the inlet and ...

(CL 1829/01)

16/02

Page 266—Paragraph 189, lines 14 to 15; read:
frequent change.

(CL 163/02)

16/02

Page 267—Paragraph 199, line 1; read:

The pilot boat PILOT 1 is 35 feet long and has a black ...

(CL 163/02)

16/02

Page 267—Paragraph 203, lines 1 to 3; read:

Towage.—Tugs are available for docking and undocking. Arrangements for tugs are made ...

(CL 163/02)

16/02

Page 271—Paragraphs 30 to 33; read:

Tug 8,000 hp or greater—Barge 33 feet draft or less (fresh water) = anytime.

Tug 7,000 hp or greater—Barge 32 feet draft or less (fresh water) = anytime.

Tug 6,000 hp or greater—Barge 31 feet draft or less (fresh water) = anytime.

Tug 5,000 hp or greater—Barge 30 feet draft or less (fresh water) = anytime.

Tug 4,000 hp or greater—Barge 26 feet draft or less (fresh water) = anytime.

Inbound tows with fresh water drafts or horsepower ratings outside these parameters shall start in no sooner than flood current and stop one hour before ebb.

(CL 360/02)

16/02

Page 293—Paragraph 188, lines 3 to 4; read:

the 10-fathom curve about 1 mile offshore. A fishing pier extends about 340 yards seaward from about ...

(NOS 11466)

16/02

Page 323—Paragraph 96, lines 1 to 3; read:

At **Mile 209.2**, in June 2001, a dredged channel with a reported midchannel controlling depth of 3.4 feet extended northward ...

(CL 1598/01)

16/02

Page 349—Paragraph 622, line 7; read:

span with a clearance of 27 feet. (See **117.1 through 117.59 and 117.331**, chapter 2, for drawbridge regulations.) On the north side of the bridge ...

(CL 1982/01; FR 11/15/01)

16/02

COAST PILOT 4 33 Ed 2001 Change No. 19

Page 74—Paragraph 1128; strike out.

(CL 183/02)

16/02

Page 76—Paragraph 1193, line 3; read:

on signal if at least 48 hours notice is given.

§117.331 Snake Creek.

The draw of the Snake Creek bridge, at Islamorada, Florida, shall open on signal, except that from 8 a.m. to 4 p.m., the draw need open only on the hour and half-hour.

(CL 1982/01; FR 11/15/01)

16/02

Page 197—Paragraph 93, line 1; read:

A channel extends from ...

(CL 1596/01; NOS 11545)

16/02

Page 197—Paragraph 93, lines 4 to 6; read:

unstable and has a tendency to fill; strangers should use extreme caution. The channel is well marked; however, the uncharted ...

(CL 1596/01; NOS 11545)

16/02

COAST PILOT 4 (Continued)

Page 347—Paragraph 576, lines 2 to 4; read:
over the waterway with a clearance of 12 feet at the center.
(See ...
(CL 708/01; CL 183/02) 16/02

COAST PILOT 4 33 Ed 2001 Change No. 20

Page 48—Paragraph 363, lines 1 to 4; read:
Copies of the SCR Agreement may also be examined ...
(CL 384/02; FR 01/17/01) 16/02

Page 48—Paragraph 397, line 1; read:
(2) Upon receipt of an application, the Director may request ...
(CL 384/02; FR 01/17/01) 16/02

Page 307—Paragraph 13, line 10; read:
indicated with surprising clarity.

The **Florida Keys Particularly Sensitive Sea Area (PSSA)** is an IMO-designated zone that encircles the sea area around all of the Florida Keys. The PSSA includes the entire Florida Keys National Marine Sanctuary as well as Biscayne National Park at the northeastern end of the Keys. The PSSA has been established to protect the exceptional values of the sea area around the Florida Keys from possible damage by international shipping activities. The PSSA includes the Tortugas Ecological Reserve, which was established in 2001 to protect nearly pristine coral formations and habitat in the Sanctuary. The coral resources within the Reserve are especially vulnerable to possible damage from shipping activities.

Domestic law and regulations adopted by the United States for the Sanctuary apply within the PSSA. Several of these concern shipping activities:

(1) **Areas To Be Avoided (ATBAs)** – There are four ATBAs in the Sanctuary: in the vicinity of the Florida Keys; in the vicinity of Key West Harbor; in an area surrounding the Marquesas Islands; and in an area surrounding the Dry Tortugas Islands. All tank vessels and vessels greater than 50 meters in registered length are prohibited from operating within the ATBAs. The ATBAs are described and the coordinates are provided in Chapter 3.

(2) **Areas closed to anchoring** – All vessels are prohibited from anchoring in the Tortugas Ecological Reserve. Vessels that are 100 feet or less in length (30.48 meters) may request permission from the Sanctuary to use mooring buoys in the northern portion of the Reserve (Tortugas North). Vessels 50 meters or greater in registered length are prohibited from anchoring on the portion of Tortugas Bank west of Dry Tortugas National Park. (This area was modified in January 2001 by the establishment of the Tortugas Ecological Reserve.)

(3) **Anchoring restriction** – In areas of the Sanctuary identified as Ecological Reserves and Sanctuary Preservation Areas all anchor apparatus (including the anchor, chain, or rope) must not touch any coral, living or dead, or any attached organism. In all other areas of the Sanctuary, vessels are prohibited from anchoring on living coral in

water depths of less than 40 feet when visibility is such that the seabed can be seen.

(4) **Restricted access** – Vessels are not allowed to stop in the southern portion of the Tortugas Ecological Reserve (Tortugas South) and must receive permission in advance in order to stop in the northern portion of the Reserve (Tortugas North).

(5) **Discharge restriction** – In Ecological Reserves and Sanctuary Preservation Areas, all discharges and deposits are prohibited except cooling water or engine exhaust.

Additional restrictions on vessel activities, such as vessel discharges, apply within the Sanctuary. (See **15 CFR 922**, chapter 2, for limits and regulations) for the Sanctuary, including the coordinates of ATBAs, Ecological Reserves and Sanctuary Preservation Areas.

(CL 384/02) 16/02

Page 309—Paragraph 50, line 1; read:

Key Largo Management Area (Key Largo National Marine Sanctuary), 20 miles long, ...
(15 CFR 922) 16/02

Page 309—Paragraph 50, line 11; read:
problem of anchor damage to coral reefs. (See **15 CFR 922**, ...
... (FR 01/17/01; 15 CFR 922) 16/02

Page 312—Paragraph 91, line 1; read:

Looe Key Management Area (Looe Key National Marine Sanctuary) has been established ...
(15 CFR 922) 16/02

Page 312—Paragraph 91, line 4; read:
miles south-southeast of Summerland Key. (See **15 CFR 922**, ...
(FR 01/17/01; 15 CFR 922) 16/02

**COAST PILOT 5 29 Ed 2002 Change No. 10
LAST NM 15/02**

Page 50—Paragraph 386, lines 1 to 4; read:
Copies of the SCR Agreement may also be examined ...
(CL 384/02; FR 01/17/01) 16/02

Page 201—Paragraph 8, line 7; read:
reefs is surprisingly clear from a position aloft.

The **Florida Keys Particularly Sensitive Sea Area (PSSA)** is an IMO-designated zone that encircles the sea area around all of the Florida Keys. The PSSA includes the entire Florida Keys National Marine Sanctuary as well as Biscayne National Park at the northeastern end of the Keys. The PSSA has been established to protect the exceptional values of the sea area around the Florida Keys from possible damage by international shipping activities. The PSSA includes the Tortugas Ecological Reserve, which was established in 2001 to protect nearly pristine coral formations and habitat in the Sanctuary. The coral resources within the Reserve are especially vulnerable to possible damage from

COAST PILOT 5 (Continued)

shipping activities.

Domestic law and regulations adopted by the United States for the Sanctuary apply within the PSSA. Several of these concern shipping activities:

(1) **Areas To Be Avoided (ATBAs)** – There are four ATBAs in the Sanctuary: in the vicinity of the Florida Keys; in the vicinity of Key West Harbor; in an area surrounding the Marquesas Islands; and in an area surrounding the Dry Tortugas Islands. All tank vessels and vessels greater than 50 meters in registered length are prohibited from operating within the ATBAs. The ATBAs are described and the coordinates are provided in Chapter 3.

(2) **Areas closed to anchoring** – All vessels are prohibited from anchoring in the Tortugas Ecological Reserve. Vessels that are 100 feet or less in length (30.48 meters) may request permission from the Sanctuary to use mooring buoys in the northern portion of the Reserve (Tortugas North). Vessels 50 meters or greater in registered length are prohibited from anchoring on the portion of Tortugas Bank west of Dry Tortugas National Park. (This area was modified in January 2001 by the establishment of the Tortugas Ecological Reserve.)

(3) **Anchoring restriction** – In areas of the Sanctuary identified as Ecological Reserves and Sanctuary Preservation Areas all anchor apparatus (including the anchor, chain, or rope) must not touch any coral, living or dead, or any attached organism. In all other areas of the Sanctuary, vessels are prohibited from anchoring on living coral in water depths of less than 40 feet when visibility is such that the seabed can be seen.

(4) **Restricted access** – Vessels are not allowed to stop in the southern portion of the Tortugas Ecological Reserve (Tortugas South) and must receive permission in advance in order to stop in the northern portion of the Reserve (Tortugas North).

(5) **Discharge restriction** – In Ecological Reserves and Sanctuary Preservation Areas, all discharges and deposits are prohibited except cooling water or engine exhaust.

Additional restrictions on vessel activities, such as vessel discharges, apply within the Sanctuary. (See **15 CFR 922**, chapter 2, for limits and regulations) for the Sanctuary, including the coordinates of ATBAs, Ecological Reserves and Sanctuary Preservation Areas.

(CL 384/02)

16/02

COAST PILOT 8 24 Ed 2002 Change No. 3
LAST NM 5/02

Page 19—Paragraph 367, lines 2 to 3; read:

There are remains of log storage booms scattered along the beaches in the SE part of the cove. A small craft and sea-plane float is anchored to the bottom and located in the center of the main channel leading to the inner cove, about ...

(CL 1973/01)

16/02

Page 77—Paragraph 1386, line 2; read:

is not required to enter Glacier Bay when: ...

(36 CFR 13.65; CL 298/02)

16/02

Page 128—Paragraph 365, line 4; read:

about 600 yards (548m) wide. The sand and mud flat extends approximately 0.3 mile from the high water line. The cove is fringed with rocks and ...

(CL 1973/01)

16/02

Page 129—Paragraph 368, line 4; read:

from NE between Beck and Coffman Islands, staying N of Gull Rock.

(CL 1973/01)

16/02

Page 133—Paragraph 444, lines 8 to 9; read:

end of the island. A small submerged reef, 125 feet wide, awash at low water and marked by a red and white daybeacon, is 0.4 mile N of Found Island. **Blanche Rock**, 7 ...

(CL 1973/01)

16/02

Page 133—Paragraph 445, line 2; read:

has mostly steep shoreline on the W side of the cove and gravel beaches on the E side. It does not afford anchorage.

(CL 1973/01)

16/02

Page 133—Paragraph 458, line 6; read:

The head of the lagoon is foul. Several private cabins and small piers are found along the shore.

(CL 1973/01)

16/02

Page 133—Paragraph 460, lines 3 to 5; read:

of sand and boulders that bare 2 feet (0.7m). A buoy is 100 yards (91m) E of the rock. Foul ground is between the rock and Etolin Island. The cove, 0.4 mile E of Trap Rock, contains a small private float. The depth in the area is reported to be 3.0 fathoms (5.4m).

(CL 1973/01)

16/02

Page 134—Paragraph 465, line 3; read:

mile W of the light. A rock, with 0.5 fathom (1.0m) over it and ...

(CL 1973/01)

16/02

Page 134—Paragraph 471, lines 3 to 6; read:

extend about 0.6 mile from the head of the cove. With local knowledge anchorage may be had off the entrance in 8 to 11 fathoms (14.6 to 20.1m).

(CL 1973/01)

16/02

Page 134—Paragraph 472, lines 2 to 4; read:

Cove. Foul ground between this cove, Whaletail Point and the Village Islands makes it dangerous to transit S of the Village Islands without local knowledge.

(CL 1973/2001)

16/02

Page 134—Paragraph 473, line 5; read:

from the entrance. A floating pier is 0.2 mile SW from the same point of the cove. Shoals extend about 0.1 mile off the entrances ...

(CL 1973/01)

16/02

COAST PILOT 8 (Continued)

Page 134—Paragraph 473, line 17; read:
that make out from the head and side of the bay. A fish hatchery is in a small inlet along the NW shore of Anita Bay, 1.2 miles NW of the head of the bay at (56°12'07"N., 132°29'06"W). A log boom lies across the inlet, and a mooring buoy is 60 yards (55m) offshore of the log boom.

(CL 1973/01) 16/02

Page 135—Paragraph 491, lines 2 to 3; read:
6.5 miles NNE of Quiet Harbor, dries at low water. Anchorage is not recommended.

(CL 1973/01) 16/02

Page 171—Paragraph 166, line 3; read:
right-angle turn. It had a controlling depth of 5 feet in April 2001.

(BPs 175327-29) 16/02

COAST PILOT 8 24 Ed 2002 Change No. 4

Page 2—Paragraph 26, line 6; read:
Commander, or by contacting the Coast Guard internet website address, <http://www.navcen.uscg.gov/lnm>.

(11/02 CG5) 16/02

Page 133—Paragraph 463, lines 4 to 8; read:
the island and Whaletail Point. A buoy about 250 yards (228m) E of Button Island marks the N edge of the shoal area. A wooded island is about 0.2 mile S of Button Island. The shoal area between these two islands is foul with rocks and kelp and passage is not recommended.

(CL1973/01) 16/02

Page 135—Paragraph 495, lines 2 to 3; read:
bight with rocks off the N point of the entrance. Depths inside Fritter Cove are generally too deep for anchorage.

(CL 1973/01) 16/02

Page 135—Paragraph 497, line 3; read:
too deep for anchorage until near the head, although the bottom is rocky.

(CL 1973/01) 16/02

Page 135—Paragraph 499, line 3; read:
300 yards (274m). A rock, with 1.75 fathoms (3.2m) on it, is about ...

(CL 1973/01) 16/02

Page 135—Paragraph 506, lines 6 to 8; read:
low and wooded. There is a small cove on the N side of East Point. **Circle Bay** is an open bight W of East Point. The bay is free of obstructions.

(CL 1973/01) 16/02

Page 135—Paragraph 507, line 3; read:
side. A rocky ledge extends about 90 yards (81.5m) south of Hat Island.

(CL 1973/01) 16/02

Page 136—Paragraph 513, line 7; read:
at its outer end. In May 2001, depths of 10 feet (3.0m) were ...

(CL 1973/01) 16/02

Page 136—Paragraph 514, line 1; read:
Anchorage.—Except for the mooring basin inside Point Shekesti, Wrangell Harbor affords shelter for vessels ...

(CL 1973/01) 16/02

Page 136—Paragraph 527; strike out.

(CL 1973/01) 16/02

Page 137—Paragraph 535, lines 1 to 3; read:
Alaska Pulp Corp., Shoemaker Bay Pier (56°23'50"N., 132°20'35"W.): approximately 5.6 miles S of Wrangell; 300 feet (91m) of berthing space; depth alongside 33 to 35 feet (10.0 to 10.6m); ...

(CL 1973/01) 16/02

Page 171—Paragraph 170, line 3; read:
channel had a midchannel controlling depth of 4 feet in August 2001. Passage ...

(BPs 175608-14) 16/02

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 12/02

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER									
*9355	ALTAMIRA	MX	2229N	09751W	148	28325	V	CB		N	N	N	Y	N	H	E	J	L		L		Y
																						16/02
*9370	TUXPAN	MX	2057N	09724W	148	28321	S	RN		N	Y	N	Y	Y	K	G	K	E		M		Y
																						16/02
*9425	DOS BOCAS	MX	1837N	09310W	148	28260	S	OR		N	N	N	Y	N		A		A		L		Y
																						16/02
9490	CIUDAD DEL CARMEN	MX	1838N	09152W	148	28264	V	CN	F	N	N	N	Y	N	O	M	O			M		Y
*						*								*			*				*	16/02
9550	SAN MIGUEL DE COZUMEL	MX	2030N	08658W	148	28197	V	OR	F	N	N	N	Y	N	H	J	G			M		Y
*																	*	*		*	*	16/02
57411	KEMAMAN HARBOR	Remove from list.																				
		*																				16/02
57415	KIRTEH OIL TERMINAL	MY	0434N	10328E	161	93117	L	OR	P				Y					F		L	N	
*																						16/02
57417	TAPIS OILFIELD	Remove from list.																				
		*																				16/02
57420	KUALA TRENGGANU	MY	0521N	10308E	161	93160	V	RN	P	N	N	N	Y		Q	M				04		
*																						16/02
57425	TAPIS MARINE TERMINAL A	MY	0531N	10501E	161	93110	L	OR	N						A		A			L		
*																						16/02
57429	PALAU LANGKAWI	Remove from list.																				
		*																				16/02
57570	VUNG TAU	Remove from list.																				
*		*																				16/02
57660	BEN THUY	VM	1846N	10546E	161	93580	S	RN	F	N	N	N	Y	N	O	L	O		06			Y
*																						16/02
57710	CAM PHA	VM	2102N	10722E	161	93647	S	CN	E	Y	N	N	Y		M	M	L		07	M	Y	Y
*																						16/02
57750	BEIHAI GANG	CH	2129N	10904E	161	93652	V	CN	F						N	M			10	M		Y
*																						16/02
57775	LAN SHUI TERMINAL	CH	2050N	11541E	161	93036	L	CN	F		Y		Y		L	L	L	L		L		
*																						16/02
57777	CHIWAN HARBOR	CH	2228N	11352E	161	93036	M	CN	G	N	N	N	N		H	H	H		02	L	Y	
*		*		*											*	*						16/02

PUB 150 (Continued)

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE ETA MESSAGE	PILOTAGE			QUARANTINE			COMMUNICATIONS				LOAD/ OFFLOAD				CRANES			LIFTS			SERVICES			SUPPLIES				
		COMPULSORY AVAILABLE	LOCAL ASSIST ADVISABLE		TUGS SALVAGE TUGS ASSIST	PRATIQUE DERATT CERT OTHER		TELEPHONE TELEGRAPH RADIO RADIO TEL AIR RAIL		WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR		MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST				FIXED MOBILE FLOATING			100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS			LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR			PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE			REPAIR DRYDOCK RAILWAY	
*9355	N Y	Y Y			Y	Y		Y Y Y		Y		Y Y		Y		Y			Y Y Y Y		Y				Y Y Y		C		16/02
*9370	N Y	Y Y			Y			N Y Y Y		Y		Y N		Y								Y Y			Y Y N		C		16/02
*9425	N	Y Y			Y			Y																			N		16/02
9490	N N Y	Y Y			N N	Y Y * *		Y Y Y Y * *		Y		Y *		N											Y		C *		16/02
9550	Y N N	Y Y * *			N N	Y Y * *		Y Y Y * *		Y		Y *		N											Y Y Y *				16/02